

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Colerain Township CODE# 061-16616

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 8 / 31 / 07

CONTACT: Bruce E. McClain PHONE # (513) 385 - 7502

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 245-6163 E-MAIL bmcclain@coleraintwp.org

PROJECT NAME: Allet Avenue Reconstruction

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 369,600
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 528,000

FUNDING REQUESTED: \$ 369,600

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 369,600 LOAN ASSISTANCE: \$ _____
SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.
RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program
☐ Local Transportation Improvements Program

2007 SEP 14 AM 8:17
OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) **Basic Engineering Services:** \$ N/A .00

Preliminary Design \$ N/A .00

Final Design \$ N/A .00

Bidding \$ N/A .00

Construction Phase \$ N/A .00

Additional Engineering Services \$ N/A .00

*Identify services and costs below.

b.) **Acquisition Expenses:**
Land and/or Right-of-Way \$ N/A .00

c.) **Construction Costs:** \$ 369,600.00

d.) **Equipment Purchased Directly:** \$ N/A .00

e.) **Permits, Advertising, Legal:** \$ N/A .00
(Or Interest Costs for Loan Assistance
Applications Only)

f.) **Construction Contingencies:** \$ 158,400.00

g.) **TOTAL ESTIMATED COSTS:** \$ 528,000.00

*List Additional Engineering Services here:

Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>N/A .00</u>	<u> </u>
b.) Local Revenues	\$ <u>158,400.00</u>	<u>30%</u>
c.) Other Public Revenues	\$ <u>N/A .00</u>	<u> </u>
ODOT	\$ <u>N/A .00</u>	<u> </u>
Rural Development	\$ <u>N/A .00</u>	<u> </u>
OEPA	\$ <u>N/A .00</u>	<u> </u>
OWDA	\$ <u>N/A .00</u>	<u> </u>
CDBG	\$ <u>N/A .00</u>	<u> </u>
OTHER _____	\$ <u>N/A .00</u>	<u> </u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>158,400.00</u>	<u>30%</u>
d.) OPWC Funds		
1. Grant	\$ <u>369,600.00</u>	<u>70%</u>
2. Loan	\$ <u>N/A .00</u>	<u> </u>
3. Loan Assistance	\$ <u>N/A .00</u>	<u> </u>
SUBTOTAL OPWC RESOURCES:	\$ <u>369,600.00</u>	<u>70%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>528,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section. (SEE ATTACHMENT "E")

ODOT PID# _____ Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Allet Avenue Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION: From the intersection of Colerain Avenue (US27) and Lapland Drive, then west on Lapland Drive approximately two blocks. Allet Avenue intersects with Lapland Drive. See location map.

PROJECT ZIP CODE: 45239

B: PROJECT COMPONENTS: The project components are as follows:

- 1) Remove existing asphalt surface and concrete base and curbs
- 2) Undercut subgrade as necessary
- 3) Catch basin reconstruction, repair or new
- 4) Install new concrete sidewalks
- 5) Install new concrete curbs
- 6) Construct new curb ramps
- 7) Underdrain/edgedrain
- 8) Adjust catch basins, manholes, waterworks items, etc. as necessary
- 9) Storm line replacement and new installation
- 10) Pavement Fabric
- 11) Install bituminous aggregate base material
- 12) Install new asphaltic concrete surface
- 13) Reclamite
- 14) Seeding and mulching as necessary

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

This street is 25' back to back of curb that is 52 years old. This street is asphalt over a concrete base with concrete curb and gutter, the base has failed throughout. There are areas with voided pavement and sinkholes. The pavement is brittle, broken up and cracked throughout. Curbs are faulted and badly deteriorated. The joints are heaved, associated with joint reflective and alligator cracking. There are potholes and patches throughout. There is little to no crown to the street. There are deteriorated storm lines in need of replacement – see attached TV reports. The overall pavement is in very poor condition and the rideability is very rough and bumpy. Our pavement management program, Micro Paver, rates this street with a failed condition rating – see attached Micro Paver report. This street needs to be reconstructed. Please see attachment “A” for project dimensions.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 925 Year: 2007 Projected ADT: 950 Year: 2008

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$_____ Proposed Rate: \$_____

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 528,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>11 / 1 / 07</u>	<u>7 / 30 / 08</u>
4.2 Bid Advertisement:	<u>11 / 15 / 08</u>	<u>12 / 15 / 08</u>
4.3 Construction:	<u>3 / 1 / 09</u>	<u>12 / 31 / 09</u>
4.4 Right-of-Way/Land Acquisition:	<u>/N/A /</u>	<u>/N/A /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER David L. Foglesong
TITLE Administrator
STREET 4200 Springdale Road
CITY/ZIP Colerain Township, Ohio 45251
PHONE (513) 385 - 7500
FAX (513) 245 - 6503
E-MAIL dfoglesong@coleraintwp.org

5.2 CHIEF FINANCIAL

OFFICER Heather E. Harlow
TITLE Fiscal Officer Colerain Township
STREET 4200 Springdale Road
CITY/ZIP Colerain Township, Ohio 45251
PHONE (513) 385 - 7500
FAX (513) 245 - 6503
E-MAIL hharlow@coleraintwp.org

5.3 PROJECT MANAGER

TITLE Bruce E. McClain
STREET Road Superintendent
CITY/ZIP 4160 Springdale Road
PHONE Colerain Township, Ohio 45251
FAX (513) 385 - 7502
E-MAIL (513) 245 - 6163
bmcclain@coleraintwp.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

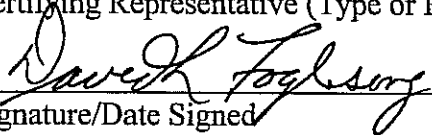
- ☒ [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- ☒ [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- ☒ [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- ☐ [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- ☐ [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- ☐ [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- ☒ [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

David L. Foglesong, Administrator Colerain Township
Certifying Representative (Type or Print Name and Title)

 8/27/07
Signature/Date Signed



Colerain Township

Trustees
KEITH N. CORMAN
BERNARD A. FIEDELDEY JR.
JEFFREY F. RITTER
Fiscal Officer
HEATHER E. HARLOW
Administrator
DAVID L. FOGLESONG

PUBLIC WORKS DEPARTMENT, ROAD DIVISION
Bruce McClain, Road Superintendent • Tim Lange, Road Supervisor
4160 Springdale Road • Colerain Township, Ohio 45251-1834
(513) 385-7502 • FAX (513) 245-6163 • www.coleraintwp.org

August 23, 2007

STATUS OF FUNDS REPORT

ATTACHMENT E

Project: ALLET AVENUE RECONSTRUCTION

This is to certify that the sum of \$158,400 is available as the local matching funds in connections with Colerain Townships' application for State Capital Improvement Program (SCIP) Funds for the above mentioned project.

The source of the local match will be Colerain Township funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

COLERAIN TOWNSHIP

Chief Executive Officer: David L. Foglesong
David L. Foglesong, Administrator
Colerain Township

Chief Financial Officer: Heather E. Harlow
Heather E. Harlow, Fiscal Officer
Colerain Township



Colerain Township

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RESOLUTION No. 39-07.....

.....Hamilton.....County, Ohio

Be It Resolved by the Township Trustees ofColerain.....Township,
That

WHEREAS

Colerain Township has the opportunity to apply in 2007 for SCIP / LTIP funds from the State of Ohio for Round 22 for reconstruction on various streets in Colerain Township as listed on Attachment "A"; and

WHEREAS

A Chief Executive Officer, a Financial Officer, and a Contact Person must be appointed to enter into a contract with the Ohio Public Works Commission; now therefore

BE IT
RESOLVED

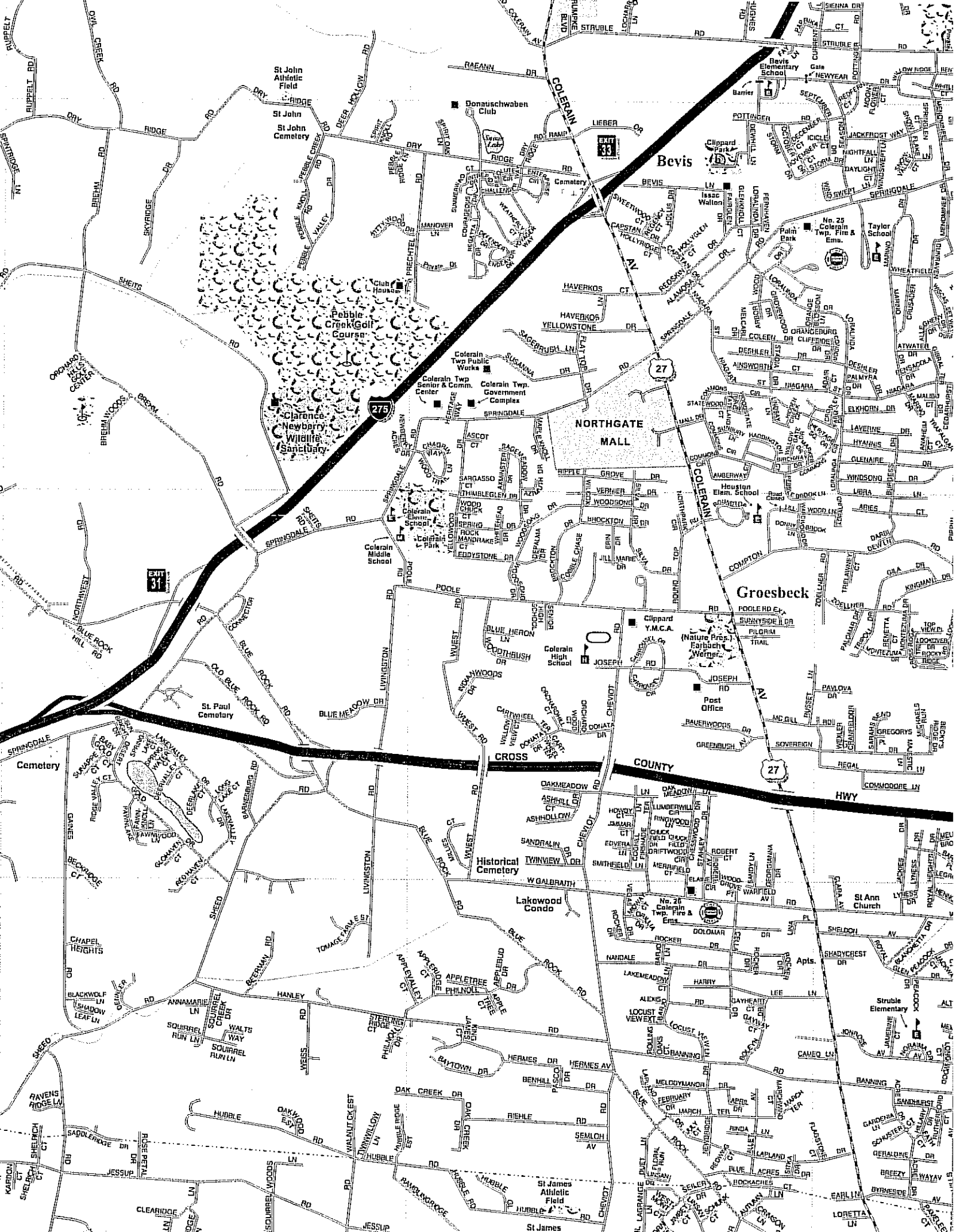
That the Colerain Township Board of Trustees hereby appoints Colerain Township Administrator David L. Foglesong as Chief Executive Officer; Colerain Township Fiscal Officer Heather Harlow as Financial Officer, and Colerain Township Public Works Road Superintendent Bruce E. McClain as Project Manager.

Adopted the 14th day of August 2007.

Attest Heather E. Harlow
Fiscal Officer

Bernard A. Fedeldey Jr.
Jeffrey F. Ritter
Keith N. Corman
Township Trustees





STORM SEWER

TV REPORTS

Date 2/15/61 Company SWS Environmental Service Location Allet Ave.Crew Leader R. Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv <input checked="" type="checkbox"/>	Tv truck <input checked="" type="checkbox"/>	Township <input checked="" type="checkbox"/>	Type <u>Concrete</u>	Exel <input type="checkbox"/>
Flush <input type="checkbox"/>	Flush <input type="checkbox"/>	County <input type="checkbox"/>	Size <u>12"</u>	Good <input type="checkbox"/>
Flush Vac <input type="checkbox"/>	Flush Vac <input type="checkbox"/>	Private <input type="checkbox"/>	Length _____	Fair <input type="checkbox"/>
				Poor <input type="checkbox"/>

 From MH/CB DS Address 3244 Allet Ave To MH/CB US Address 3244 Allet Ave
CB 3+4 3254 Allet Ave.
 Depth of MH/CB DS _____ MH/CB US _____ Weather Flurries Temp 32

Distance	Remarks	Distance	Remarks
	MH1 US. to CB1		MH1 US. to CB3
0.0	Middle of MH1	0.0	Middle of MH1
	Visual from MH1 US.		Visual from MH1 US.
	to CB1. Line has Lt.		to CB.3.
	Various Lt. cracks		First joint off set.
	End of Visual		End of Visual
	MH1 US. to CB2		MH1 US. to CB4
0.0	Middle of MH1	0.0	Middle of MH1
	Visual from MH1 US.		Visual from MH1 US.
	to CB2. Line has Lt.		to CB4. Line has
	Various crack/wet.		severely off set joints.
	End of Visual		End of Visual

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

STORM SEWER REPORT

2

Date 2/16/96 Company SWS Environmental Service Inc Location Allet Ave.
 Crew Leader R. Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv <input checked="" type="checkbox"/>	Tv truck <input checked="" type="checkbox"/>	Township <input type="checkbox"/>	Type <u>Concrete</u>	Exel <input type="checkbox"/>
Flush <input type="checkbox"/>	Flush <input type="checkbox"/>	County <input type="checkbox"/>	Size _____	Good <input type="checkbox"/>
Flush Vac <input type="checkbox"/>	Flush Vac <input type="checkbox"/>	Private <input type="checkbox"/>	Length _____	Fair <input type="checkbox"/>
				Poor <input type="checkbox"/>

From MH/C3 DS Address Il. Allet r To MH/C3 US Address 3247 Allet Ave.
Capland CB6
 Depth of MH/C3 DS _____ MH/C3 US _____ Weather _____ Temp _____

Distance	Remarks	Distance	Remarks
	MH2 US to CB5		MH2 US. to CB6
0.0	Middle of MH2	0.0	Middle of MH2
	Visual from MH2	2.0	Various Lt. to Med. Cracks
	US. to CB5.	3.0	Off Srt joint
	First length of	7.0-	Slight off srt joint
	pipe has Heavy	24.9 28.0	Heavy Cracks /
	Cracks/Buckled @		Buckled in @ 12:00+
	12:00 w/ Other		6:00
28	Lt. to med. Cracks.	*	Need to Repair
	* Need to Repair		this section.
	this section.		(Remainder of pipe
	+ Re-TV @ a later		appears to be in good
	date.		condition.) + Re-TV
			@ a later date.

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

1008

COPY

Date 2/16/96 Company SWS Environmental Service Inc Location Allet Ave
 Crew Leader R. Williams No. Men Time Start Finish

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv <input checked="" type="checkbox"/>	Tv truck <input checked="" type="checkbox"/>	Township <input type="checkbox"/>	Type <u>Concrete</u>	Exel <input type="checkbox"/>
Flush <input type="checkbox"/>	Flush <input type="checkbox"/>	County <input type="checkbox"/>	Size <u>15"</u>	Good <input type="checkbox"/>
Flush Vac <input type="checkbox"/>	Flush Vac <input type="checkbox"/>	Private <input type="checkbox"/>	Length <u>3'</u>	Fair <input type="checkbox"/>
				Poor <input type="checkbox"/>

From (MH) C3 DS Address 70 Allet + Lapland To (MH) C3 US Address 3244 Allet Ave
 Depth of MH/C3 DS MH/C3 US Weather Temp

Distance	Remarks	Distance	Remarks
<u>(MH) C3</u>	<u>MH 2 U.S. toward MH 1</u>		
<u>0.0</u>	<u>Middle of MH 2</u>		
<u>10.3</u>	<u>Small Rock</u>		
<u>13.7-</u>	<u>Slight Offset joints</u>		
<u>53.0</u>	<u>BI Tap Right</u>		
<u>54.9</u>	<u>Heavy Debris</u>		
	<u>* Could not continue</u>		
	<u>due to debris.</u>		
	<u>Need to clean &</u>		
	<u>Re-TV or use Skid.</u>		
	<u>(This section has been</u>		
	<u>TV'd U.S. + D.S. - Approx</u>		
	<u>4' unaccounted for)</u>		
	<u>* TV'd D.S. on 2/15/96</u>		

Job Complete Y N Reason if not.

Debris Removed

Sketch if needed use other side.

0

Crew Leader Tony W No. Men 2 Time Start _____ Finish _____

From MH/CB DS Address 3230 Macc To MH/CB US Address 3251 Macc
Depth of MH/CB DS 4'6" MH/CB US 3'5" Weather Cloudy Temp 95°

Job Complete Y N Reason if not. _____

Sketch if needed use other side.

2

Sketch if needed use other side.

④

Sketch if needed use other side.

5

Date 6/21/94, Company SWS Environmental Location Allet Avenue
Crew Leader Tony W No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv XX	Tv truck XX	Township XX	Type <u>CDRC</u>	Exel ()
Flush ()	Flush ()	County ()	Size <u>12"</u>	Good ()
Flush Vac ()	Flush Vac ()	Private ()	Length <u> </u>	Fair ()
				Poor ()

From MH/CB DS ^{#3} Address 077 Flp To MH/CB US ^{#1} Address Across - 2022 - 2021
Depth of MH/CB DS ^{#3} MH/CB US ^{#4} Weather Cloudy Temp 95°

[illegible]

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

⑤

55 1

STORM SEWER REPORT

14

Date 2/15/96 Company SWS Environmental Service, Inc Location Ailet Ave
 Crew Leader R. Williams No. Men 2 Time Start _____ Finish _____

Type of Work	Equipment Used	Maintained by.	Pipe.	Condition
Tv <u>A</u>	Tv truck <u>R</u>	Township <u>()</u>	Type <u>Concrete</u>	Equal <u>()</u>
Flush <u>()</u>	Flush <u>()</u>	County <u>W</u>	Size <u>15"</u>	Good <u>()</u>
Flush Vac <u>()</u>	Flush Vac <u>()</u>	Private <u>()</u>	Length <u>3'</u>	Fair <u>()</u>
				Poor <u>()</u>

From MH 223 DS Address 170 Ailet & Lapland To MH 23 US Address 3244 Ailet Ave
 Depth of MH/C3 DS _____ MH/C3 US _____ Weather _____ Temp 30'

Distance	Remarks	Distance	Remarks
	M.H. 1 DS towards M.H. 1 A (MH2)		
0.0	Middle of MH 1		
2.0	Lt. Debris (piece of wood)		
2.0	Lt. Debris + gravel		
20-9.8	Lt. Crack @ 12:00		
13.9	Large Rock @ joint		
21.4	Could not continue due to debris.		
	* Will TV this Section		
	US.		
	(See 2/14/96 TV Log Sheet 1)		

Job Complete Y N Reason if not. _____

Debris Removed _____

Sketch if needed use other side.

MICRO PAVER

REPORTS

COLERAIN TOWNSHIP

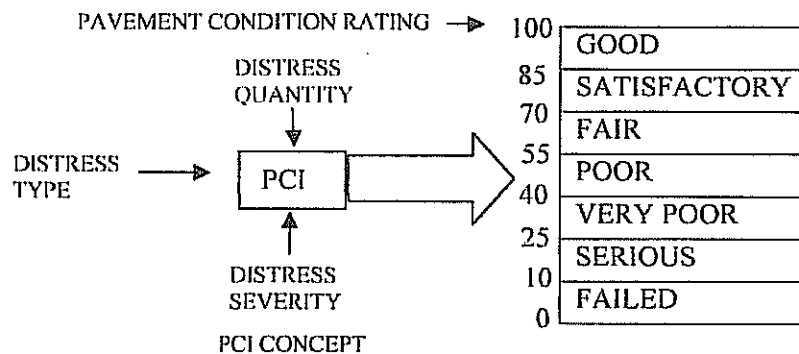
PAVEMENT MANAGEMENT SYSTEM

MICRO PAVER

Colerain Township uses Micro Paver, a computerized Pavement Management System. It is a decision making tool which allows the Township to develop cost effective maintenance and repair alternatives for Township roads. Hamilton County Engineers also use Micro Paver as their Pavement Management System.

The computerized system consists of a database to store the information, programs and procedures to search, retrieve and analyze the data. The data for this is taken from the field inspections by a qualified field inspector.

The U.S. Army Construction Engineering Research Laboratory (USACERL) developed the Micro Paver Pavement Management System to optimize the use of pavement repair funds. The system, which uses state-of-the-art management techniques, was developed through funding from the U.S. Army, U.S. Air Force, Federal Aviation Administration (FAA), and Federal Highway Administration (FHWA). The American Public Works Association (APWA) provides and made available the Micro Paver system to public agencies, providing educational training courses, distribution, and full technical support of the system for established fees. APWA has contributed significantly through monitoring paver field testing by many cities and providing feedback to the development team. An important factor in optimizing the use of pavement repair funds is the pavement condition, which is determined by using the Pavement Condition Index (PCI).



The PCI is an objective and repeatable rating of pavement condition based on observed distress. The PCI provides a consistent measure of a pavement's structural integrity and operational condition. The condition prediction will give a predicted PCI, which in turn shows the rate at which these pavements deteriorate. The combination of the PCI and predicted PCI generated these streets applied for on this SCIP application.

The rating methods described here were developed over many years by the U.S. Army Construction Engineers Research Lab (CERL). The methods are designed to result in a composite pavement "index" which would reflect the rating given by a very experienced and knowledgeable pavement engineer. The definitions have gone through scores of iterations of rewriting and field-testing and those presented here have been field tested by the APWA Research Foundation, during the cooperatively funded project "Optimizing Pavement Investments". The APWA study found that these methods result in consistent PCI ratings regardless of inspector, provided that the inspector is properly trained. Colerain Township has been working with Micro Paver since 1990. It has been an asset to our Pavement Management.

Surveyed By: DS

SECTION IDENTIFICATION SKETCH

Section 1 of 2

Installation Name	Date	Branch Name / Branch No.	Section No.	Zone	Length	Width	Area
0043	1/30/06	Allet Ave	1	A	896 ft.	23 ft.	20608 S.F.

Branch Use	Section Cat.	Pavement Rank	Surface Type	Slab	Last Const. Date
Roadway Runway	A B C D	P S T X N	AC ACC APC		
Parking Taxiway Motorpool	E F G H	OR	ST ABR PCC	Width Length	/ /
Other Apron Storage	I J K N	A B C D E	GR BR X	Total No. Slabs	mm dd yy

From Blueacres Dr To 110' N of Rinda Total No. of Sample Units 2

On Sketch: Note any Drainage Structures (type, location) and Secondary Structures, such as Manholes, Water Valves, Etc.

02	03	04	05	07	08	09	10	11	12	13	14	15	16	17	18	19	20		
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40

SKETCH:

23

600

100

MIT

Util Cut Patching - Sq Ft
 gregate - Sq Ft
 ount*
 ossing - Sq Ft
 Ft

16. Shoving - Sq Ft
 17. Slippage Cracking - Sq Ft
 18. Swell - Sq Ft
 19. Weathering/Raveling - Sq Ft

[illegible]

***All Distresses Are Measured in Square Feet Except Distresses 4, 7, 8, 9 and 10 Which are Measured In Lineal Ft; Distress 13 is Measured In Number of Potholes**

INDEX

***All Distresses Are Measured in Square Feet Except Distresses 4, 7, 8, 9 and 10 Which are Measured In Lineal Ft; Distress 13 is Measured In Number of Potholes**

Network:	1	Name: COLERAIN TOWNSHIP PUBLIC WORKS DEPARTMENT ROAD DIVISION						
Branch:	0043	Name: ALLET AVE			Use: ROADWAY	Area:	38,893.00SqFt	
Section:	1	of	2	From: BLUEACRES DR	To: 190' N. OF RINDA LN	Last Const.: 8/15/1963		
Surface:	APC	Family: APC		Zone: A	Category:	Rank: S		
Area:	20,608.00SqFt	Length: 896.00Ft		Width:	23.00Ft			
Shoulder:	Street Type:		Grade: 0.00	Lanes: 0				
Section Comments:								

Last Insp. Date1/30/2006 Total Samples: 2 Surveyed: 2

Conditions: PCI:2.00 | Ride:* | SN:* | Shoulder:* | Overall:* | FOD:* | SN40:* | SN60:* | ACNPCN:* | PCTOPER:* | MARKING:* |

Inspection Comments:

Sample Number:	1	Type:	R	Area:	2,300.00SqFt	PCI =	3
Sample Comments:							
1	ALLIGATOR CRACKING	H		159.00	SqFt	Comments:	
3	BLOCK CRACKING	H		1,102.99	SqFt	Comments:	
3	BLOCK CRACKING	L		181.00	SqFt	Comments:	
3	POTHOLE	L		4.00	Count	Comments:	
3	BLOCK CRACKING	M		411.00	SqFt	Comments:	
9	WEATHERING/RAVELING	M		200.00	SqFt	Comments:	
4	BUMPS/SAGS	H		110.03	Ft	Comments:	

Sample Number:	6	Type:	R	Area:	2,300.00SqFt	PCI =	1
Sample Comments:							
9	WEATHERING/RAVELING	H		200.00	SqFt	Comments:	
3	BLOCK CRACKING	H		410.00	SqFt	Comments:	
1	ALLIGATOR CRACKING	H		365.00	SqFt	Comments:	
6	DEPRESSION	H		56.00	SqFt	Comments:	
3	POTHOLE	L		3.00	Count	Comments:	
3	BLOCK CRACKING	L		40.00	SqFt	Comments:	
3	BLOCK CRACKING	M		135.00	SqFt	Comments:	
1	ALLIGATOR CRACKING	M		227.00	SqFt	Comments:	
7	EDGE CRACKING	H		200.05	Ft	Comments:	
4	BUMPS/SAGS	H		102.03	Ft	Comments:	

MAINTENANCE

RECORDS

PUBLIC WORKS DEPT.

A MESSAGE WAS RECEIVED

From _____

storm or
msd lines. Jd, Ke + Jason SR

comp when 3/24/03

COLERAIN TOWNSHIP

PUBLIC WORKS DEPT.

Date 11-3-88 Time 8:30 AM

A MESSAGE WAS RECEIVED

For ROADS
From MRS GUERECHON
6828 ALLETT

☒ By Phone ☐ Please Call Back
☐ In Person Number - Bus. 9231909
☐ Wants to See You Home
☐ Will Phone Again ☐ Rush

MESSAGE 1) Street sunk at curb
2) grate missing
11-3-88 INVESTIGATED. STREET
HAS SUNK AROUND BSN.
ADVISED RESIDENT BY PHONE
THAT WE WILL SCHEDULE FOR
REPAIR.

LEVEL SUNKEN areas.
Bury
REPAIRED 11-21-88 ^{TEN}
Message taken by Bury
COMPLETED % Danner

N TOWNSHIP

PUBLIC WORKS DEPT.

Date 11-2-88 Time 3:01

A MESSAGE WAS RECEIVED

For Danner
From Mrs Guerechon
6828 ALLETT Dr.

☐ By Phone ☒ Please Call Back
☐ In Person Number - Bus. 923-1909
☐ Wants to See You Home
☐ Will Phone Again ☐ Rush

MESSAGE Street at curb
has sunken - car
Scraps - grading was
stolen - car you repair?
11-3-88 INVESTIGATED + CALLED RESIDENT
ADVISED HERE WE WOULD
SCHEDULE TO LEVEL.
Bury

REPAIRED 11-21-88 ^{TEN}
Message taken by JS
COMPLETED

PROJECT

PICTURES

ALLET AVENUE



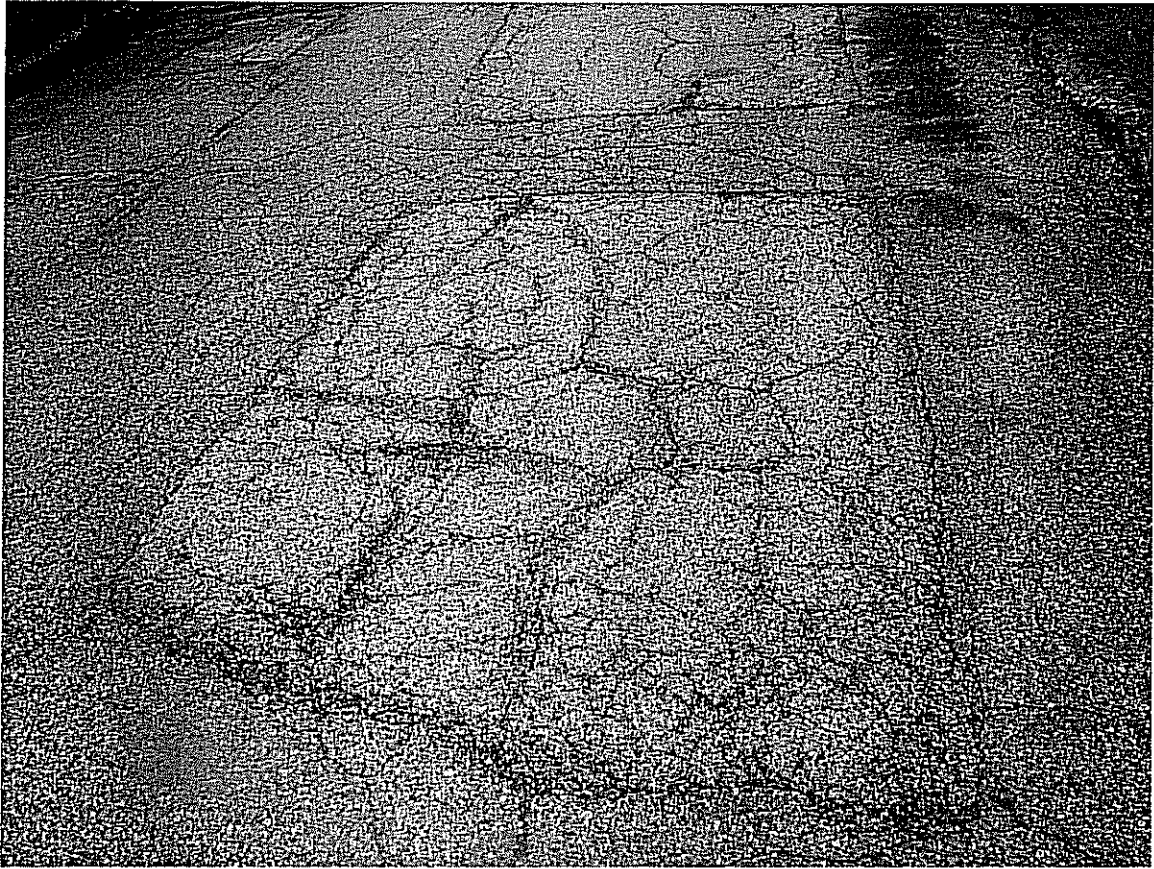
ALLET AVENUE



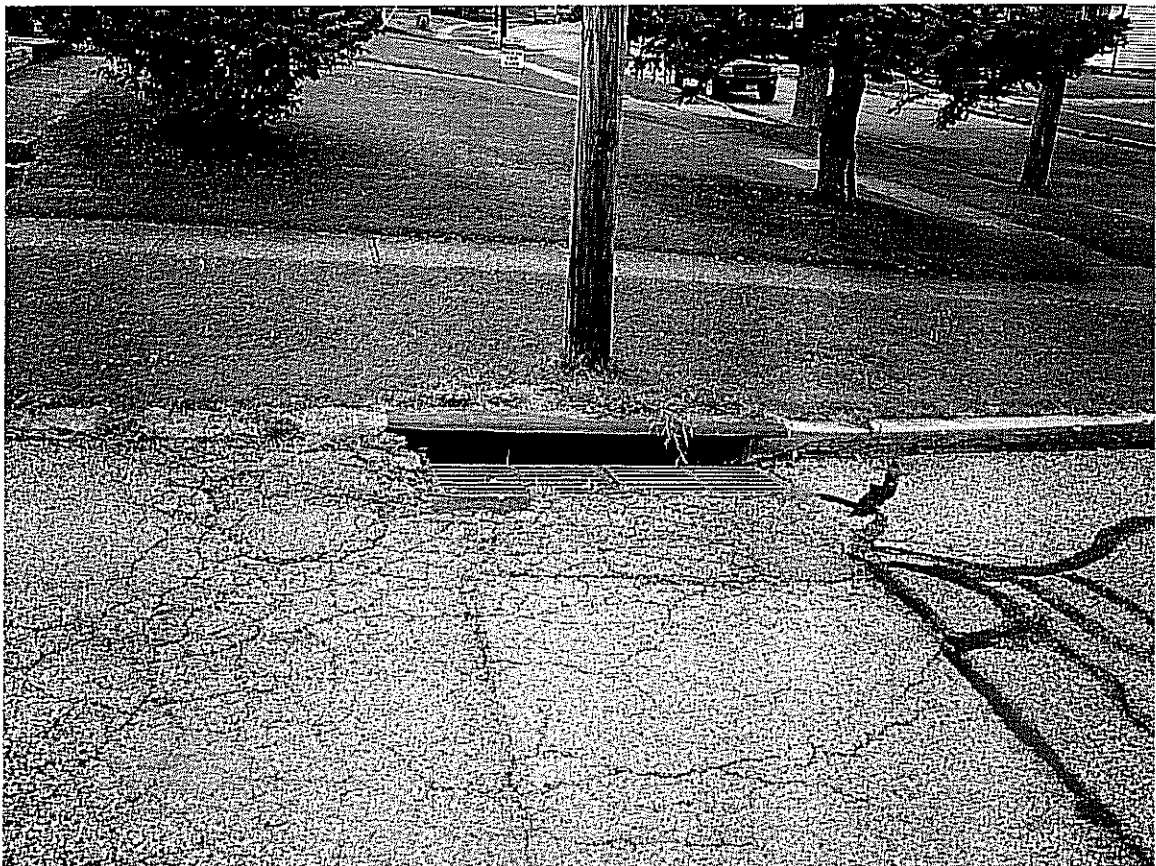
ALLET AVENUE



ALLET AVENUE



ALLET AVENUE



ALLET AVENUE



ALLET AVENUE



ADDITIONAL SUPPORT INFORMATION

For Program Year 2008 (July 1, 2008 through June 30, 2009), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

See Attachment "B"

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

See Attachment "C"

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

See Attachment "D"

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Allet Avenue Reconstruction

Priority 2 Geraldine Drive Reconstruction

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will not impact business development

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, August 31, 2007 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 5

- a.) Are preliminary plans or engineering completed? Yes _____ No X N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No _____ N/A X
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 9 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The regional significance of the infrastructure being replaced is of **minimal impact**. This is a main street for this subdivision that provides access to abutting properties and connects to a main collector road for this subdivision. The project will improve the well being of the subdivision, improving the quality, structure and soundness of this street and overall enhance the area.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 925 X 1.20 = 1110 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

ATTACHMENT "A"

ALLET AVENUE RECONSTRUCTION

<u>STREET</u>	<u>LIMITS</u>		<u>LENGTH</u>
	<u>FROM</u>	<u>TO</u>	
Allet Avenue	Blueacres	190' N. of Rinda	896

ATTACHMENT "B"

A Description And Condition Of Allet Avenue

The street in this application is a 25 feet back to back of curb blacktop street over a concrete base with concrete curb and gutter. The street is 52 years old. The street has a high deterioration rate and suffers from numerous load and climate related distresses. Rideability is poor because of the heaved joints and patching throughout. This is a main street in this subdivision that connects with several other streets.

The street was resurfaced back in 1967. The existing base and subbase has failed. The concrete base is deteriorating away under the deteriorating asphalt overlay. There is heavy alligator cracking, heaved joints, Joint reflective cracking, uneven and faulted slabs, deteriorated curbs, potholes and patches, and overall weathering and raveling of the pavement. There are storm lines in need of repair and replacement. There are problems with them such as open off set joints, Heavy cracking and buckled pipes, infiltration of joints, etc. – see attached TV reports.

Our maintenance efforts over the years were as best as we could do but the pavements useful life has expired. Colerain Township's pavement management program, Micro Paver rates this street with a high deterioration rate and failed PCI – see attached inspection report. This street is in need of reconstruction.

ATTACHMENT "C"

This Project Is Important To The Safety Of The Public And Residents

The existing pavement is rough and bumpy which makes the rideability poor and increases the chance for accidents. This situation is worsened when the pavement is wet, especially when the standing water freezes in the winter. The elimination of the standing water problem should lessen the chance of accidents occurring especially during winter. The smoother pavement will improve the rideability and snow and ice removal efforts should be more effective.

Presently there is a need for new sidewalk and additional sidewalk ramps on this street. The absence of sidewalk ramps at intersections creates a difficult situation for physically challenged individuals to access the sidewalk or cross the street using the existing deteriorated high curbs. The installation of curb and sidewalk ramps will improve safety, mobility and access to pedestrian traffic. This also improves the well being for the seniors, children, etc. that use the sidewalk.

Residents will take additional pride in their subdivision and make improvements to their private properties thus enhancing the overall safety of the area.

These are factors that impact the safety of the service area. The reconstruction project should improve vehicular and pedestrian safety by promoting safer conditions. The installation of items such as the new concrete curbs, new sidewalks, sidewalk ramps, asphalt pavement, catch basin and storm lines should correct the many problems of this street and overall improve safety.

ATTACHMENT "D"

This Project Is Important To The Health Of The Public And Residents

This project will improve the overall condition of the street so as to reduce or eliminate potential for disease and correct concerns regarding the environmental health of the street.

There are storm lines on this street in need of repair and replacement. We have included our TV reports of the existing storm lines condition.

This street has areas of standing water on it due to the uneven blocks, patches, bumps and sags etc. There are storm lines that have bellies, offset joints, dropped sections, etc. which also hold water. All of the above items can lead to serious health problems. The water described above will produce a smell and can carry bacteria's and other diseases, that kids animals etc. can come in contact with.

We listed storm lines and catch basins to be replaced and underdrains to be added on the project components section of the application as a method of correction and on the engineer's estimate. These components will work hand-in-hand to improve the overall condition and health of the area and these problems will be improved with the reconstruction project.

**SCIP/LTIP PROGRAM
ROUND 22 - PROGRAM YEAR 2008
PROJECT SELECTION CRITERIA
JULY 1, 2008 TO JUNE 30, 2009**

NAME OF APPLICANT: Coleman

NAME OF PROJECT: Allet

RATING TEAM: _____

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- ☒ 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

Appeal Score

curb could be salvaged.

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

Criterion 2 – Safety

The applying agency shall include in its application the type frequency, and severity of the safety problem deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? In all cases, quantified documentation is required. Mentioned problems, which are poorly documented, shall generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

- 5) To what extent will a user fee funded agency be participating in the funding of the project?
- ☒ 10 – Less than 10%
 9 – 10% to 19.99%
 8 – 20% to 29.99%
 7 – 30% to 39.99%
 6 – 40% to 49.99%
 5 – 50% to 59.99%
 4 – 60% to 69.99%
 3 – 70% to 79.99%
 2 – 80% to 89.99%
 1 – 90% to 95%
 0 – Above 95%
- Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 – The project will directly secure new employment
 5 – The project will permit more development
☒ 0 – The project will not impact development
- Appeal Score _____

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

- 7) Matching Funds - **LOCAL**

10 - This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

☒ 6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

List total percentage of "Local" funds 30 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – **OTHER** List total percentage of “Other” funds 0 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

_____	_____%
_____	_____%
_____	_____%
_____	_____%
_____	_____%

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.

Appeal Score

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5 - Will be under contract by December 31, 2008 and no delinquent projects in Rounds 19 & 20
3 - Will be under contract by March 31, 2009 and/or one delinquent project in Rounds 19 & 20
0 - Will not be under contract by March 31, 2009 and/or more than one delinquent project in Rounds 19 & 20

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

☒ 6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

☒ 0 – Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - ~~16,000~~ 30,000 or more

Appeal Score

8 - ~~12,000~~ 21,000 to 29,999 ~~15,999~~

6 - ~~8,000~~ 12,000 to 20,999 ~~11,999~~

4 - ~~4,000~~ 3,000 to 11,999 ~~7,999~~

☒ 2 - ~~3,999~~ 2,999 and under

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above

Appeal Score

☒ 3 - One of the above

0 - None of the above

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.